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≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XIV • NUMBER 5 • MAY / JUNE 1996

BUICK
1937  1938

TORQUE TUBE

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THE 9th CYLINDER

BY HARRY LOGAN #651, Editor

REMINDER! Check the label on the envelope this *Torque Tube* came in. If the label reads **Expires '96** as most do, this will be your next to last issue. You will need to renew after the next issue!

Member **Howard Dennis** (#495) in Ohio sent this photo of his black 1937 Special 4-Door Trunk Back Sedan Model 41 (right). He has owned it since 1961. He repainted it in 1962. Then over the years he has rebuilt the oil pump, put in new motor mounts, re-cored the radiator, Hunley Acuff running boards and valve and brake jobs. Howard also put new rubber around the windows. The car has



the original upholstery and trim in good condition. The car shows 97,000 miles which he thinks is correct. Now that he's retired, he plans to do some more work on it like a new paint

job. His father also owned one and he took his first drivers test in it. Howard is a real Buick man. In addition to his 37-41, he also owns a 1947 Special, a 1950 Super and 1978 and 1982 Le Sabres.



From Canada **Bob Ward** (#114) sends this photo (below) of a 1937 McLaughlin-Buick Limited limousine that was photographed in front of Sam McLaughlin's estate. See the story of this car on page 8 of this issue.



FOUNDED IN 1980 BY DAVE LEWIS



Sam McLaughlin was originally a carriage maker. In the early days of motoring he signed an agreement with Buick to make cars in Canada for use there and to export to the British Empire. He lived to be over 100 years old.

This black 1938 Roadmaster Sedan Model 81 belonged to **Bill Shipman** (#617). Notice the after-market grille guard. Bill sold the '38 Roadmaster to

Joe Bettis in Vermont. Joe also owns two 1938 Century Convertible Coupes Model 66C, one with sidemounts and one without.

New member **Bob Steinmetz** (#1190) is the owner of this 1938 Special Coupe Model 46.

Bob restored it to be a replica of an early dirt track racing car. The car was built to participate in the Great American Race (a coast to coast rally). In 1994 he participated in the portion from Sioux Falls, S.D. to



Wilkes Barre, PA. The major problem he had was high engine rpm at expressway speeds.

Bob has obtained a 1954 Buick rear end

which has a ratio of 3.4:1 to replace his Special's 4.44:1. The car is entered in the 1996 Great Race which leaves Tacoma, WA on June 16th and ends in Toronto, Canada on June 30th.

Oakcrest Machine Shop, 3130 Plainfield Road in Kettering, Ohio 45432 sent me a card saying that they can help members with rim or wheel problems. They also manufacture antique auto rims including a Kelsey-Hayes rim which they say was used on

pre-1940 Buicks. Their phone number is 1-800-556-5767.

The **Classic Car Club of America (CCCA)** is very selective about the cars they consider "classics". They have their own list of classic cars. It consists, for the



==TORQUE TUBE==

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most part, of cars made between 1925 and 1948 that were expensive when new.

Only 90 Series Buicks made between 1931 and 1942 were considered to be classics. Recently, the CCCA has added 1940 Series 80 Limited cars to their list. Because the 1938 and 1939 80 Series cars (Roadmasters) are the same car as the 1940 Series 80 cars with changes only in the instrument panel, front clip and stainless trim, some members have written to the CCCA inquiring about including them also. I'll let you know if the CCCA decides to accept '38 and '39 Roadmasters.

This information on motor oil appeared in the CCCA newsletter and was written by a former lubrication engineer. "Motor oil is one of the least expensive items for maintaining your car and is often the most neglected."

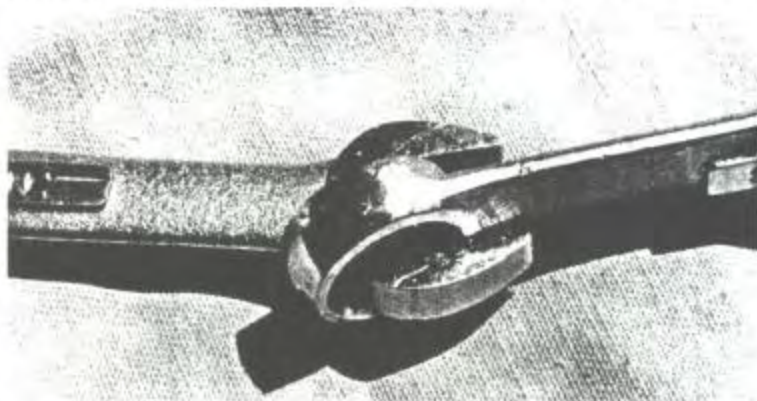
"Back in the 30's and 40's, most cars had the recommendation of 20W or 30W for summer and 10W for winter. About 1953 oil companies came out with multi-viscosity oils. Many people fought the change to 10W-30 because they believed the oils were not stable and would break down. Believe it or not, many people still believe that. Actually, the multi-viscosity oils have more additives, such as extreme pressure additives and more detergents than single viscosity oils. The additional additives help keep your engine cleaner and protect it better over longer periods of time.

Here's a trick I saw my mechanic do to increase the amount of torque applied to a bolt. Using combination wrenches (box on one end, open end on the other), he would lock them together as shown in the photo and then pull on the end of the outer wrench. He'd do this when

he was trying to remove a stuck bolt or anytime he need extra torque.

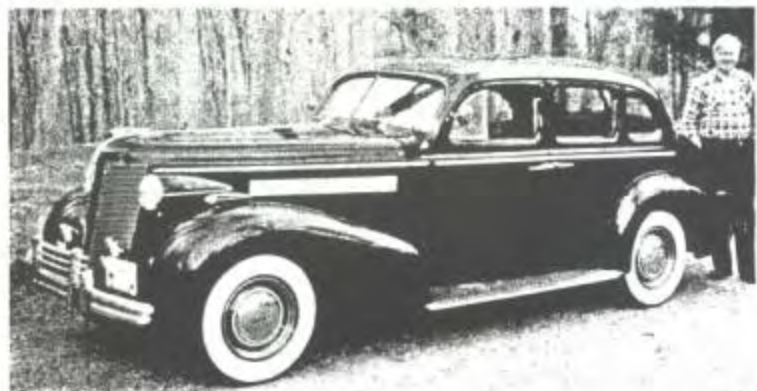
This near mint 1937 Special 4-Door Trunk Back Sedan Model 41 belongs to **David**

McLaughlin in Connecticut. His car is an unrestored original with only 44,758 miles on it. He heard about the **1937-1938 Buick Club** from **Lewis Cohen** (#584) and wrote for information. He has now



joined our Club.

The May 16 issue of Old Cars Weekly had this interesting letter from Woody Richey, the owner of a car restoration shop regarding lacquer vs. modern paints. He writes:



"Lacquer has changed. Our old spray booth was great for the lacquer paints of old. Today's lacquer paint is different. The major change came when lead was eliminated

from the paints. As time passed, lacquer has gotten more finicky and far more difficult to control. Barometric pressure and relative humidity have to be optimum for passable results. We now use lacquer only for spotting of previously painted lacquer finishes. We are erecting a small building with a new downdraft spray booth and a 1.1 million BTU gas heater for air makeup and subsequent curing of the newer catalyst-cured and water soluble solids paints. This project's cost is over \$200,000. We will have to account for all materials, solids and thinners, used in painting, both in and out. Shops in California do so now. The days of painting a car in a garage are about over, at least for doing so legally. Brilliant results from new paints can be achieved to emulate lacquer. Find a painter who can get that look! The hobbyist can get most of the prep work done and have the professional apply epoxy sealer, primers, and

finish. The hobbyist can do the metalwork, primer sanding, and final sanding and polishing, assembly, etc. It is simply not safe for the hobbyist to handle modern paints, nor is the result really satisfactory. It is surely not important enough to die for."

Sorry we were so late with the last issue. Unlike me, **Dug Waggoner** (#10) our Art Director works for a living. He is the person who makes this magazine look so nice. A paying customer came to him with a big job, so the **Torque Tube** had to wait. That's why it was late. Thank you for being patient.

Ed Doucette (#220) says the Club's page on the Internet is neat and should attract some new members. It features 5 color photos of '37 and 1938 Buicks plus information on the Club. The address is: <http://www.classicar.com/clubs/buick/buick.htm>

Ed sent me an e-mail suggesting that the **Torque Tube** publish the names and e-mail addresses of members who are willing to exchange messages. Ed thinks that this might be an additional benefit to our members as it would pro-

mote easier communications among us. So send me your e-mail addresses and I'll publish them. Ed's e-mail address is: EDDOUCETTE@aol.com

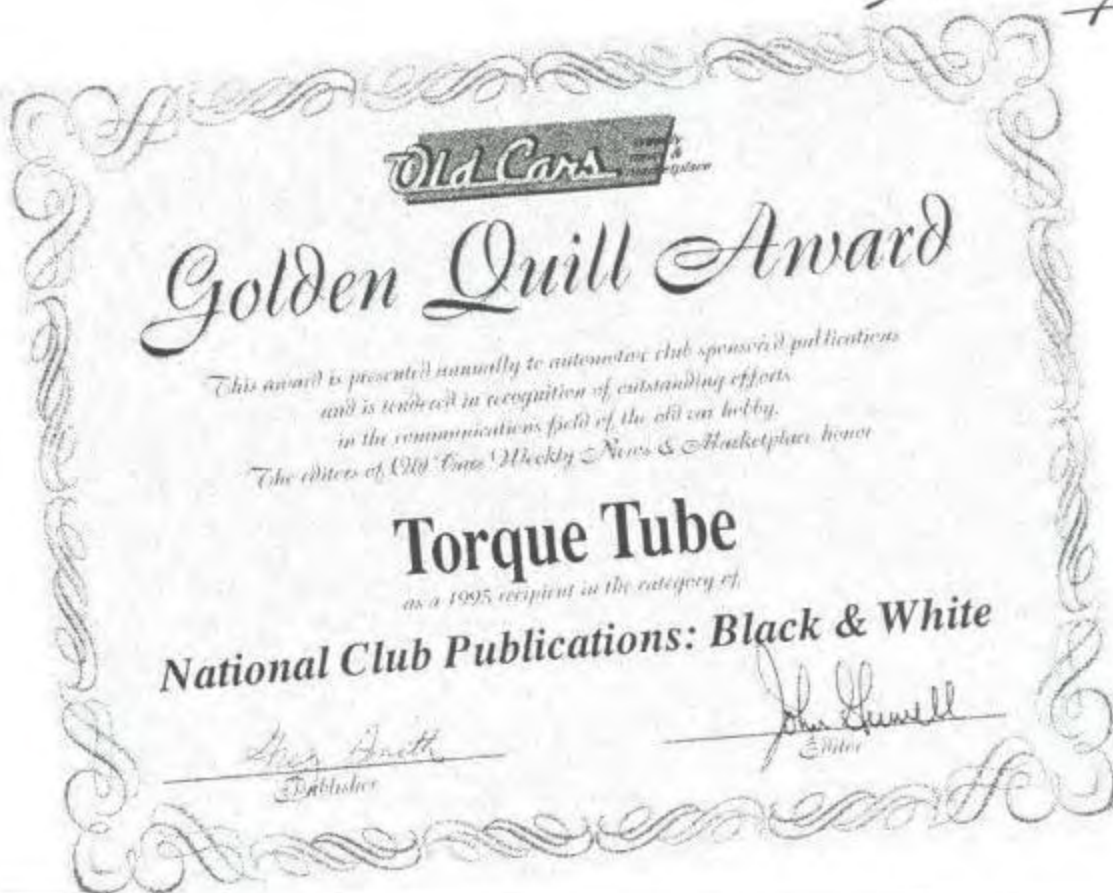
Incidentally, you can e-mail your ads (Parts For Sale, Parts Wanted etc.) or any other message to me at: harrylogan@earthlink.net

Sam Mahle (#1187) in Pennsylvania recently repurchased the 1937 Century Sport Coupe Model 665 that he owned while in college 35 years ago. The car has been in storage for over 30 years, so it will need a total restoration. Sam's brother has a black 1938 Century Sidemounted Sedan Model 61. Now he too has joined the Club.

My wife Margo and I will attend the Club's East Coast Meet in Western Pennsylvania in August. We are looking forward to meeting many of our East Coast members.

Below is the Old Cars Golden Quill Award presented to our Club Magazine. Without the stories, photos, ads and membership interaction we could not have made our **Torque Tube** an "Award Winner." From Dug Waggoner and myself, we thank the membership.

Harry



COVER CAR

Our front cover shows three black Buick sedans rounding a curve on the 17 Mile Drive in Pebble Beach, CA with the Pacific Ocean in the background. Thanks to **Will Siegfried** (#1117) who took this photo through the rear window of a 1938 Century Sedan. The 1938 Ad on our back cover features the 90 series Limited 8 passenger four door sedan. Note that the longest end of the bumper is on top and the license plate is on the driver's side. There is also no bumper medallion. The medallion seems to be installed on most 1938 Buicks, but some do not have them nor is there a hole in the bumper for one. It is interesting to note that if you read the slick advertising piece as if it were in today's newspaper you get the same advertising persuasion methods that promise you a world of comfort and luxury mixed with speed and economy. In advertising not much has changed in over 58 years.

MEET DON HOWELL (#559)

Don is retired and lives in the San Francisco Bay Area. He's shown besides his long-

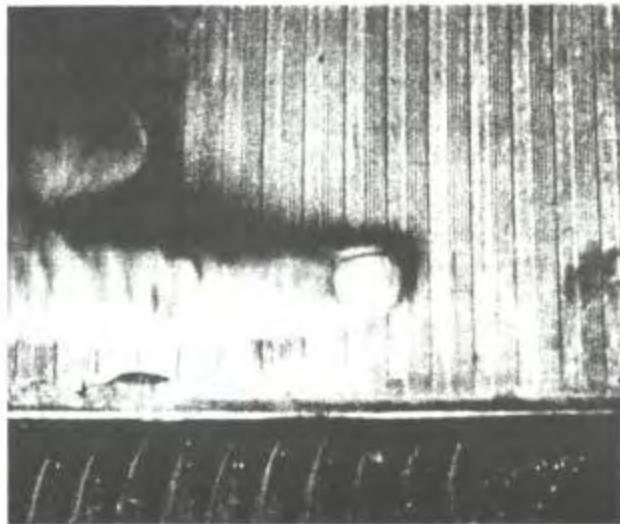
time companion, a 38-41 Special sedan that originally belonged to a medical doctor in San Francisco. The car still carries a MD badge with a caduceus mounted on the front license plate. Notice the car has the rare accessory center folding rear bumper guard. He also has the front bumper accessory horseshoe grille guard. (That's my Titian Maroon '38 Century Coupe in front of Don's car). Don bought the

car in the 1970's and rebuilt the motor and repainted it the original color, No. 520 Whistler (dark)

Gray. Don's car is a very nice driver and he has put thousands of miles on it.

This is the original taupe (tan) rubber trunk mat. The stripes on

the mat run front to back (not from one side of the car to the other). There is no trunk shelf as the car was factory equipped with side-mounts. Eliminating the trunk shelf and spare tire gave the owner a little more space.



YOU CAN ONLY DRIVE ONE CAR AT A TIME!

By John Baine (#1090)

Back in the summer of 1989, I called on an ad in a local paper about a used TV. The person who was selling the TV lived nearby, so I stopped by to see it.

While there I noticed the rear end of an old car sticking out from under a tarp. I asked if I could see the car. The owner was quite friendly and happy to show it. He carefully uncovered what turned out to be a 1938 McLaughlin Buick Roadmaster Model 81. At the time I only knew it was a Buick. I had no idea what model it was.

I asked if it was for sale. It was and it wasn't. The story that followed was both colorful and complicated. The bottom line was that maybe the car was for sale. I left my name and phone number, but didn't hear anything for the next couple of years. I called 2 or 3 times and dropped by once, but the story was still the same. Maybe the car was for sale.

Other people asking about the car got the same story. One guy spent the better part of a Saturday afternoon parked in the driveway in front of the Roadmaster with a car trailer hoping to load it. All he got was the same story. Maybe the car was for sale and maybe it wasn't. Time and space wouldn't permit re-telling the story and no one in his right mind would believe it anyway!

Five years passed. Still no word about the Roadmaster. Then one Friday night in May, 1994 while I was looking through the ads in the local newspaper, I saw that the Roadmaster was for sale. I called and the owner confirmed the car was for sale. An hour later I owned a 1938 Buick Roadmaster. Sunday morning it was in my garage.

A lot of people who had left their names and phone numbers were not happy. I found out later that I bought the car for less than someone

had offered eight weeks earlier. This person still wonders why. I guess I was meant to have it. Why the owner didn't call me or any of the other interested people is anybody's guess.

I had to take the gas tank out and clean and seal it. Then I installed a new gas line, cleaned and adjusted the carburetor, put in new plugs and points, changed the oil, flushed out the radiator and put in new anti-freeze. The '38 started right up.

I have also put in new brake lines and installed rebuilt wheel and master cylinders. The upper and lower control arms need bushings etc. and the exhaust and tail pipes need to be replaced. But after that, the car is ready to drive.

It will also need to be re-painted and some of the chrome needs attention, but I'd rather drive and enjoy it for a summer and worry about those things next year.

So far I have found most parts for the '38 to be expensive and hard to find. GM of Canada

says that 191 Model 81 (48-19) McLaughlin Buicks were built for sale in Canada. A further 58 were exported. I guess that's why the parts are so rare.

I am the fourth owner of this car. The first had it from '38 to '54.

The second owner stored it from '54 to '64. The person I bought it from used it occasionally from 1964 to 1980 and then stored it.

Originally, I was looking for a '37 Studebaker President sedan to go with my '51 Studebaker. But after owning the Buick for two years now and if I had to make a choice between the Buick and a Studebaker, the Buick would win hands down!

Today, the Roadmaster sits in the garage next to my '51 Studebaker and they seem to get along fine. My problem is, I can only drive one car at a time. Life can be cruel!



OUR BUICKS IN THE MOVIES

A Corot Beige '38 Special Sidemounted Convertible Coupe Model 46C appears in the classic 1940 movie *"The Grapes of Wrath."* It's the story of Okies moving from the dust bowl to California during the Depression.

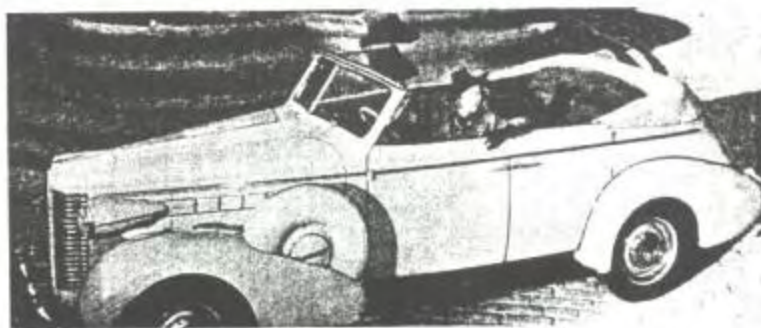
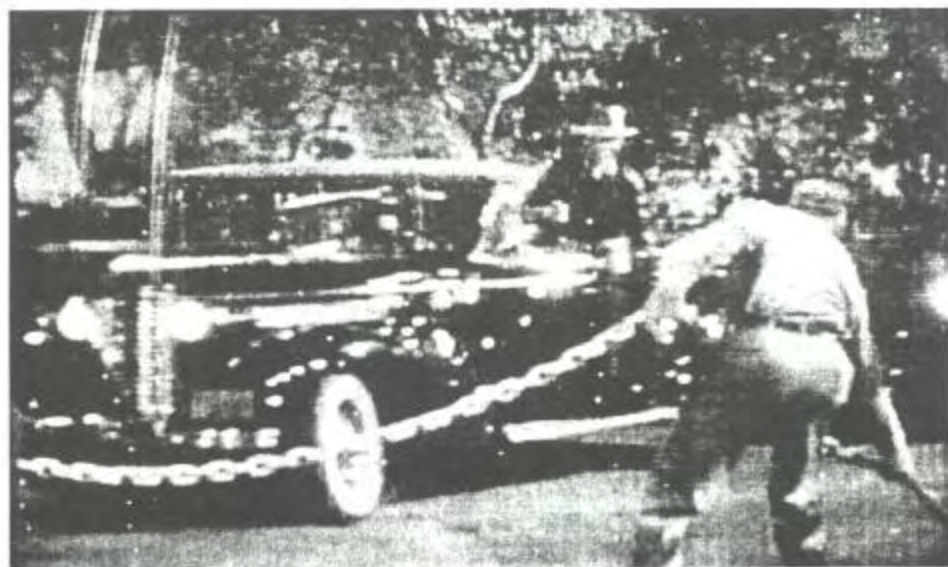
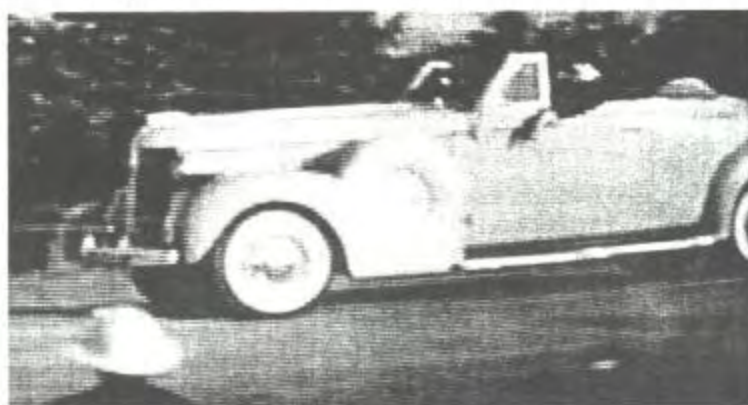
The film adaptation of John Steinbeck's novel was directed by John Ford and stars Henry Fonda as an ex-con and Jane Darwell as the determined family matriarch. Both Darwell and Ford won Oscars for their work in this classic film.

There is also a black '38 Roadmaster Phaeton Model 80C in the film. It looks like the black 38-80C in the

1940 W.C. Fields movie, *The Bank Dick* except that one had an aftermarket front grille guard. (See page 11 of the Sept./Oct. 1994 T•T)

Corot Beige must have been a popular color on open cars. This 1938 Special Convertible Sedan Model 40C has actress Carol Landis be-

hind the wheel. You can tell it's a Special because of the light (ivory) colored steering wheel. A '38 Century or Roadmaster Convertible Sedan would have had a dark (mahogany) colored wheel. Notice the blackwall tires. In the style of the times most open cars were ordered with whitewalls.



OUR NEW FAMILY MEMBER

By Robert Ward (#114)

In 1980 we purchased a very tired eight passenger limousine which had been used by the Canadian Pacific Railway as an inspection vehicle until the early sixties. Since that time we have done some restoration and collected most of the parts to bring it back to use on the road.

And late in 1994 an original condition limousine came on the market when a local collector sold off his collection. It was a McLaughlin-Buick Model 4933, the Canadian equivalent to a 37-90L. The second photo shows the front of the car with it's factory installed fog lights.

With many dollars and much time still required to restore the rail-car, my wife and I decided we would really enjoy driving a 1937 Limited instead of collecting parts. Both of these cars are McLaughlin-Buicks, which according to an article in the November 1973 *ACCELERATOR* (a publication of the McLaughlin-Buick Club of Canada), was limited to a production run of just eleven vehicles. Of these, four are still known to exist; my rail-car, this car, a right-hand drive

and another undergoing a long restoration. Strangely, all are within 100 miles of each other.

The top photo on page 9 shows the rear of the car. Note the chrome wheel discs. The hub caps are unique to McLaughlins of 1937 to 1939. The chrome on the tail lights was added later.

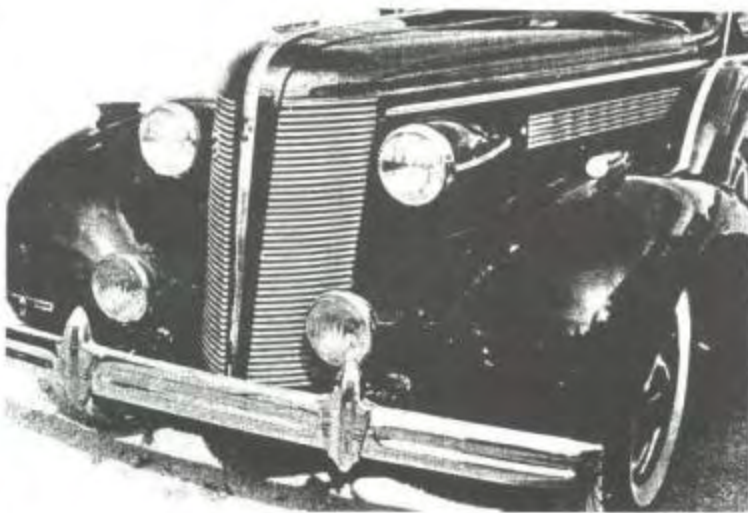
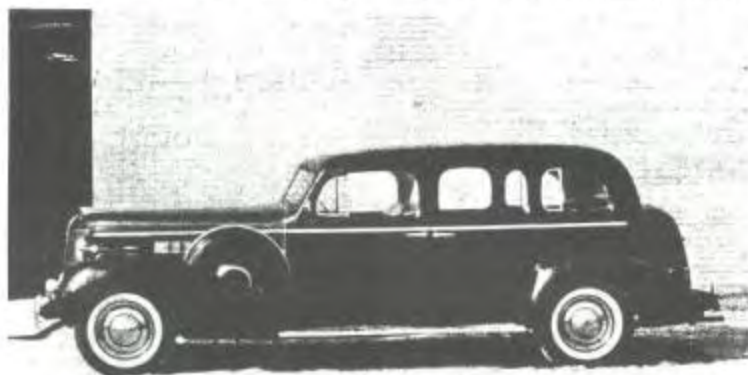
The car was purchased in 1936 by a dairy farmer named Martin in Welland, Ontario with jump-seats, disappearing glass partition, intercom, dual heaters, clocks and chrome wheel covers. It was chauffeur driven until 1947 when

Mr. Martin died, then it was stored by his family until 1963 when it was sold to Paul Sauve in Montreal. In 1964 **Walter Morrison** (member #833, who now owns a 1938 Roadmaster) bought it and replaced some of the interior. At

this time the odometer showed less than 35,000 miles. Then in 1970 Walt sold the car to Eric

Webster; upon his death his collection went to his daughter and son-in-law whom we purchased it from with 45,000 miles on the odometer. The middle photo (page 9) shows the rear jump seats which are surprisingly comfortable. The bottom photo (page 9) shows a spa-

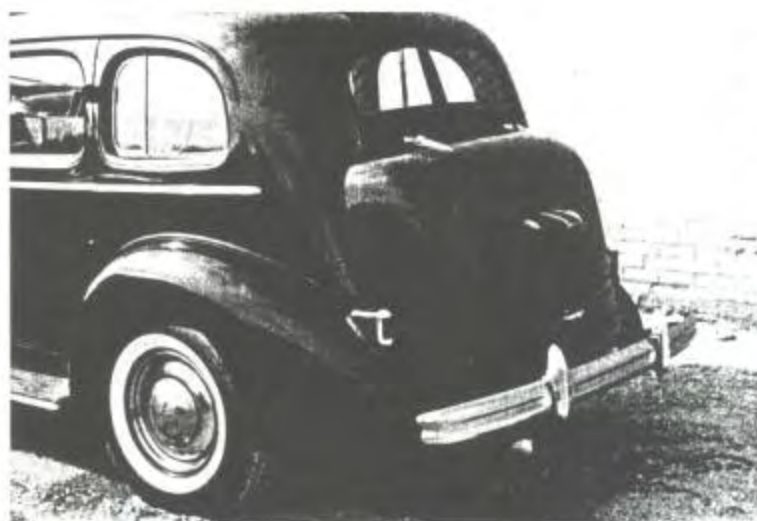
cious rear seat when the jump seats are folded into their recess in the back of the front seat. The interior is a little moth eaten and the mice have been nesting in the headliner but the leather drivers compartment is in excellent shape. The exterior is still mostly original paint although the fenders have been touched up as they have scraped too many garage doors.



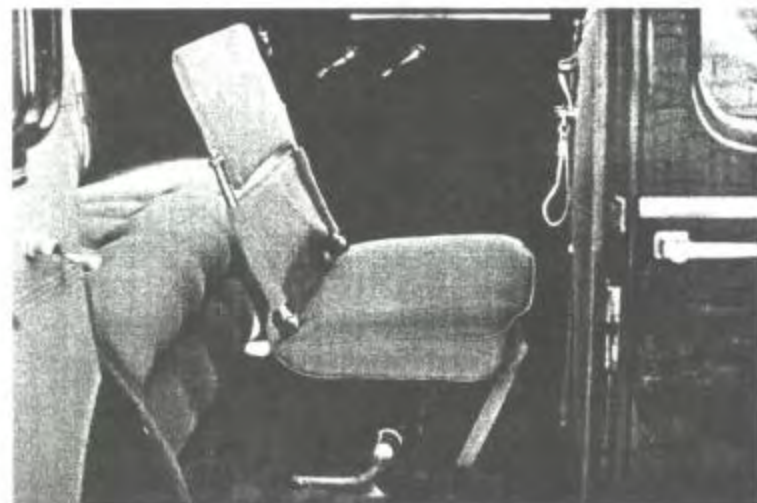
The photo, at the top of page 10 shows the handle to raise the divider window. 1937's are not supposed to have a rear seat clock. Perhaps it's there because this is a McLaughlin or maybe it was a case of making the customer happy. It says Fleetwood on the face.

During the summer of 1995 we attended the stop over of the Great North American Race and the Molson Indy in Toronto, along with many other southern Ontario events. We also had the pleasure of visiting Walt Morrison with the car he

owned twenty-five years ago. With a 4.62 rear end the Limited really doesn't like the highway but pulls strongly from low speed in high gear. We did have a problem with overheating, especially at speed, although cleaning out the greasy sludge around the back cylinders helped



of the steering wheel is a '38,



It can't be very big because the pouch it is stored in is only four or five inches deep and fairly snug.



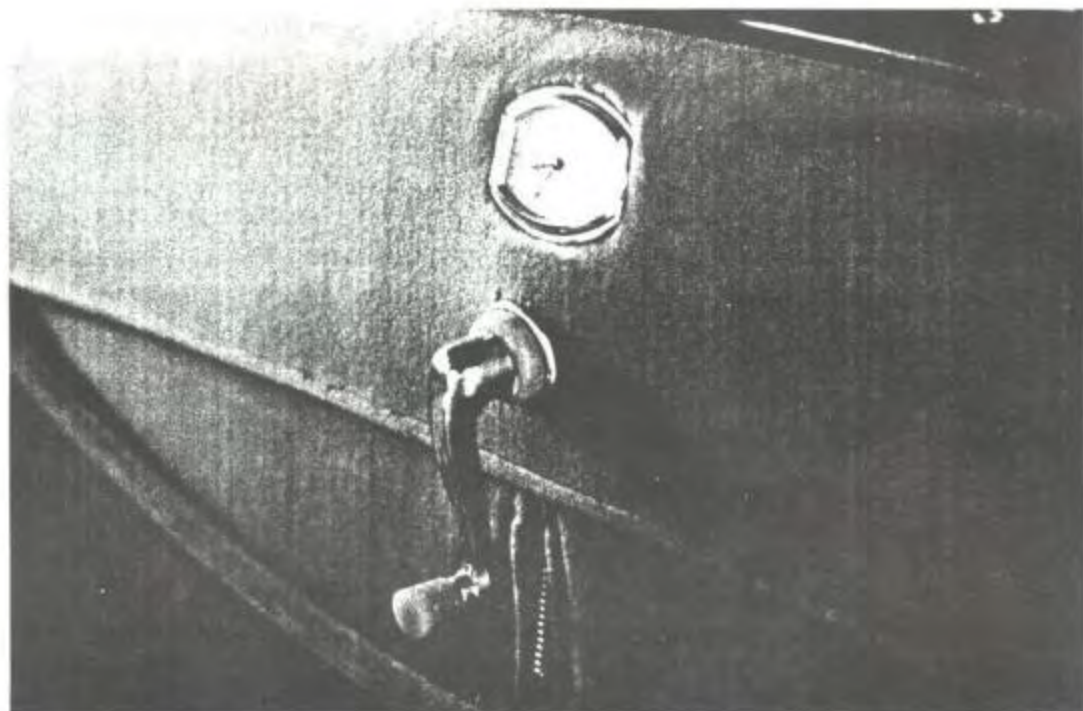
some. As of this writing the radiator is out being re-cored with an industrial unit. Once we get this problem under control, plans are to give the car a fresh coat of paint and a new interior, returning it to its original glory.

The photo (page 10, bottom) the heater control is aftermarket and the starter operates from the button below the light switch.

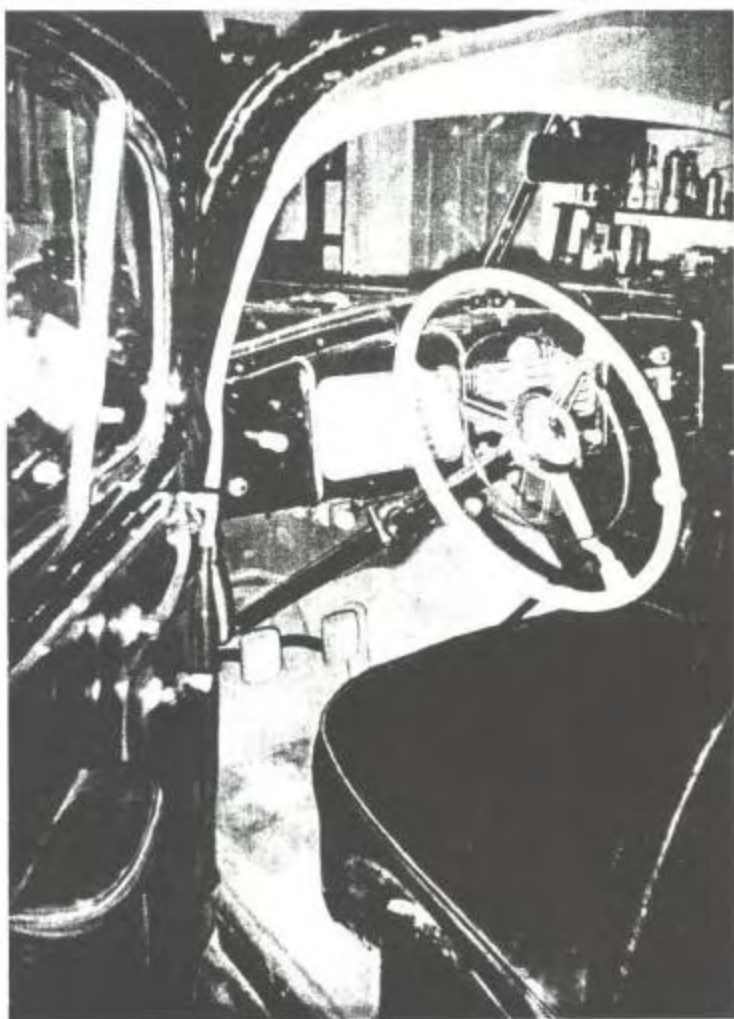
Perhaps one of our members can help out with some information.

The microphone for the intercom is missing in both my cars and I have no idea what it looks like.

It is probably the same as other Buicks as well as Cadillacs of that era. I would also be interested if anyone is knowledgeable enough to suggest a modern replacement. Thanks.



...“returning it to it’s original glory.”



OVERSEAS BUICK ADS

In 1937 and 1938, Buick exported assembled cars and Crated Knocked-down Chassis which were assembled at overseas GM assembly plants. In addition, McLaughlin-Buick of Canada built and exported Buicks to the British Empire. Here are a sampling of overseas Buick ads.

This ad is from the Dutch East Indies (now Indonesia). The ad is in Dutch and says: "At the top of the automobile industry stands the 1938 BUICK with two new big technical im-

provements. The Dyna-flash 8 cylinder in-line overhead valve engine and the torsion-free springing on the rear wheels. Buick keeps their proud 30 year old slogan: *When better automobiles are built, Buick will build them.*

A product of the General Motors factory at Tandjong Priok (near Jakarta). Thanks to **Robert Pruckmuller** (#802), in New Zealand, for sharing this with us.

Buick 1938

"Better buy Buick!"

Aan de spits der automobiel-industrie staat BUICK 1938 met 2 nieuwe groote technische verbeteringen: de **"Dynaflash" 8-cylinder-in-lijn kopkleppenmotor** en de **torstie-vrije veering der achterwielen**. BUICK handhaaft hiermede het meer dan 30 jaren oude trotsche devies: *"When better automobiles are built BUICK will build them"*.

Product van General Motors — Fabriek te Tandjong Priok



This Swiss ad in German (*below*) appeared in the March 15, 1938 issue of *Automobil-Revue* magazine. It reads: The new cyclone motor in the 1938 BUICK accelerates in 18.2 seconds (60 Series in 16.6 seconds) from 16 to 96 km (10 to 60 mph) and uses 15 liters of gasoline per 100 km. Below the drawing of the '38 Buick it reads: The rear wheel spiral springs give you the travel comfort that one must have. Go for a test drive. Thanks to **Christian Simon** (#1062), in Switzerland, for sharing this ad with us.

This ad sent in by **Andy Diem** (#852) appeared in the May, 1937 *National Geographic* Magazine. (*top of page*

13) The text, not shown, reads: "The newsreels may make it a land of rickshas and rice fields-but you'll find if you ever visit Japan that the modern Nipponese knows his way about motor car row!"

"Long a favorite with Japanese of most exalted degree, Buick provides personal transportation for many of Nippon's leaders, including

members of the royal household itself."

"Many branches of the government, including the army, navy, home department and foreign department;-these as well as private citizens show by repeated purchases the high esteem in which Buick is held the whole world over."

This ad implies that Buick sold well in Japan even though it would have been expensive, a large car for their roads and at a time when relations were becoming increasingly strained between the U.S. and Japan.

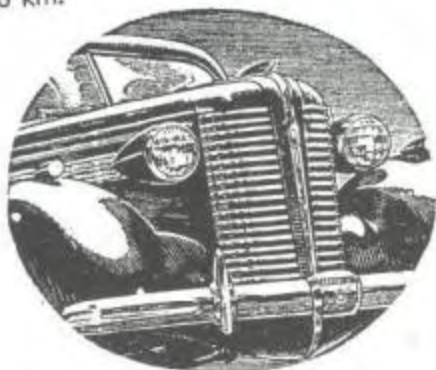
Buick even translated the 1938 Sales Catalog into Japanese. This page (*bottom of page 13*) shows the 1938 Century Sport Phaeton Model 60C.

Buick made 208 of these, 11 for export. Thanks to **Jerry Barton** (#281) for allowing me to re-photograph his Japanese language Buick catalog.




BUICK 1938

beschleunigt in 18,2 Sekunden (« 60 » 16,6 Sek.)
von 16 auf 96 km und braucht ca. 15 Ltr. Benzin
per 100 km.



DIE HINTERRAD-SPIRAL-



BUICK 1938

bietet den Fahrkomfort, den man erlebt haben
muss. Unverbindliche Probefahrt bei

Direkte Fabrikvertretungen: Basel: Agents Américaine S.A. / Bern: Ritzel & Wagner / Bern: H. Schreid & Co. / Chur: L. Dösch / St. Gallen: Jean Willi / Zürich: Agents Américaine S.A.-G. Lokale Vertretungen: Aarau: Glau & Co. / Liestal: E. Blank A.-G. / Luzern: Garage National / Solothurn: Kupferschmid & Co.

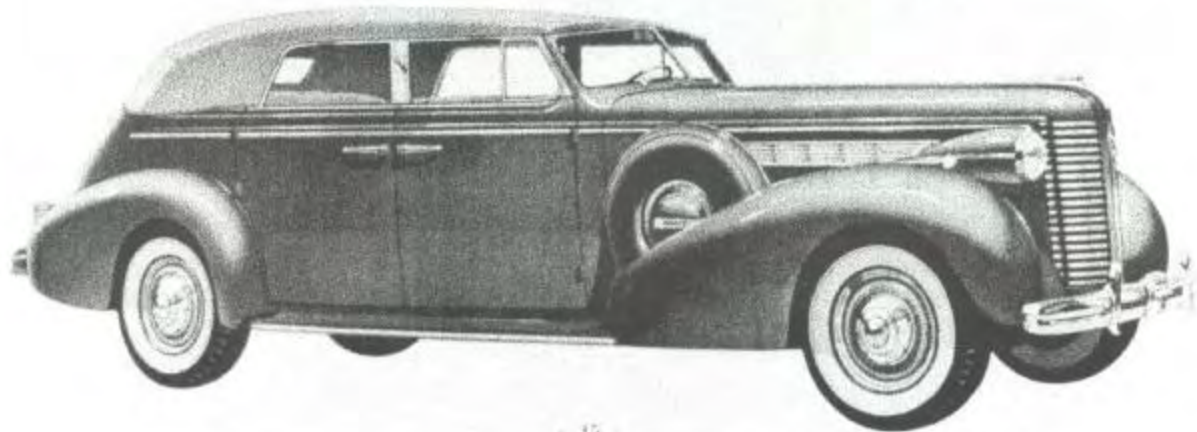
GENERAL MOTORS SUISSE S. A., BIEL

In the Land of the Rising Sun . . .

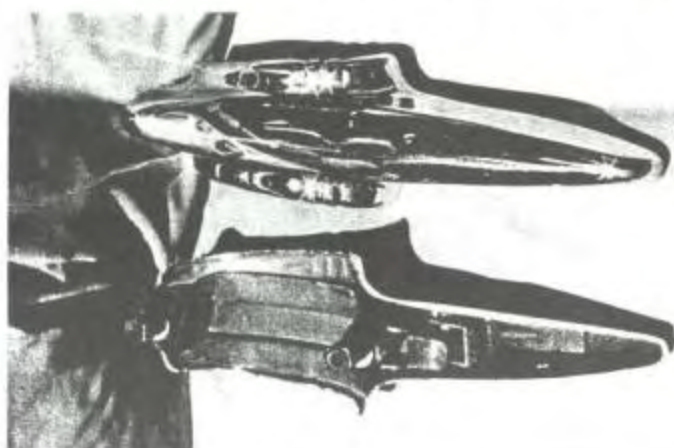


... or in other
words—

"It's Buick again!"



1938 REAR CENTER FOLDING BUMPER GUARD



The 1938 Accessory Fact Book describes the guard like this:

DESCRIPTION

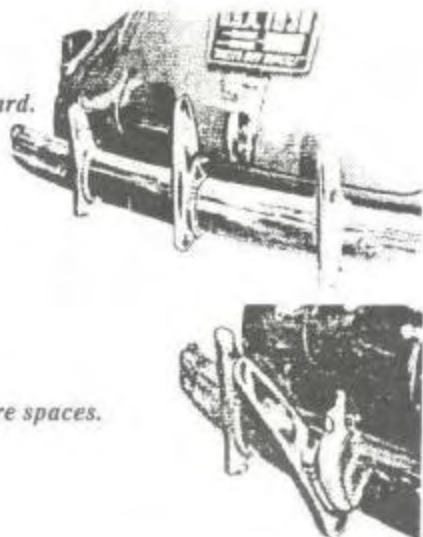
- Same heavily plated steel stamping used for the Front Grille Guard.
- Mounts by means of a hinged plate permitting the guard to fold back and down.
- Hinge releases by a finger operated latch.
- Packed in attractive display carton.

FEATURES

- Protection for the rear light and lid handle assembly.
- Prevents bumper interlocking.
- Harmonizes with bumper guards and other rear parts.
- Folds down and does not obstruct rear compartment or spare tire spaces.
- Requires no tools to operate and no cutting of guard shield.

PRICE List Price not installed \$2.95

Part No. 980568

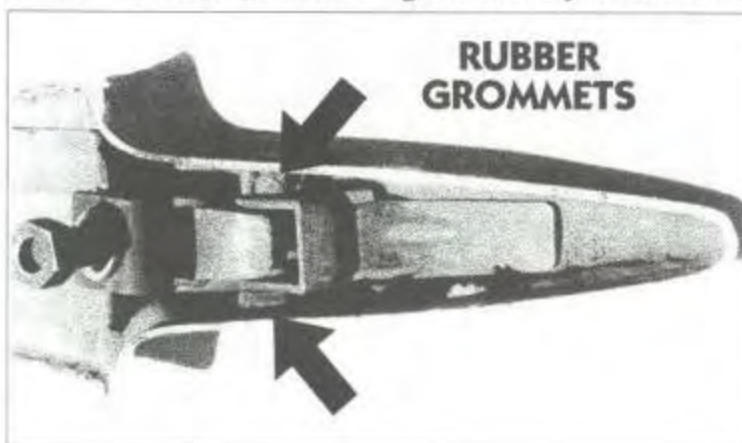


The guard folds down to allow sedan trunk lid to be raised as they will hit the guard. But it's not necessary to lower the guard to open the trunk on coupes. You will also need to lower the guard to remove the trunk spare tire. I have seen about five guards and none was spring loaded. To lock it, the latch is pressed over the tongue of the bracket mounted on the rear bumper. The latch is raised in this photo to unlock the guard so it can be lowered. Originally there were two rubber grommets on either

side of the latch to keep it from rattling. These rubber grommets are missing on most of the guards I've seen. But they could easily be re-installed, but you'd have to cut the grommets. You can install the guard even if you have a rear bumper gravel shield

as the guard fits between the bumper and gravel shield.

In searching for parts this is, by far, one of the hardest 1938 accessories to find, probably because few were ordered back when they were new. I have never seen or heard of one for sale.



1937-1938 EASTERN CLUB MEET AND TOUR AUGUST 22-24, 1996

HEADQUARTERS:

Riverside Inn, Cambridge Springs, Pennsylvania. (in northwestern Pennsylvania, about 10 miles off I-79.) The Riverside is a beautiful, restored Victorian Inn, furnished in period antiques. (Cambridge Springs began as a resort in the 19th century because of its rejuvenating mineral-water springs.) Inn Rates for double occupancy: \$55. Thursday night; \$85. Friday and Saturday nights. (Same price as the Holiday Inn in Meadville.)

A complete breakfast is included in the price.

Phone now to the

RIVERSIDE INN

Toll Free:

1-800-964-5173.

(Note: there are no room phones or TV's, but the Inn is fully air-conditioned.)

The rooms held for the Club have been reserved or released to others. Please call the Riverside Inn immediately if you want to attend. If no rooms are available, the nearest alternative accommodations are in

Meadville, Pennsylvania off I-79.

(Days Inn, 814-337-4264; Holiday Inn Express, 814-724-6012; Super 8, 814-333-8883). Meadville is about 20 miles from the Riverside Inn.

SCHEDULE OF EVENTS:

FRIDAY: Tour to historic Franklin, PA. Lunch in restored railroad depot. Antique shops, historic buildings; antique music box and organ museum. (About a 90 mile round trip.) Return to the Inn for dinner.

SATURDAY: Tour through the beautiful Amish country, over causeway across Lake Pymatuning, to Clarence Hoffman's farm in Conneautville. Catered picnic in mid-afternoon. (About a 90 mile round trip.)

Picnic: \$10.00 per person.

(Trips can be arranged for Thursday if anyone wants to arrive early.)



REGISTRATION FORM

Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone () _____

Car _____

Number in party _____ Date of arrival _____

PICNIC FEE....number of persons () x \$10.00 \$ _____ enclosed

Enclose check payable to **Clarence Hoffman** and mail to:

Clarence Hoffman (#546), R.R. 3-Box 41, Conneautville, PA 16406

Directions and further information will be sent to you on receipt of registration.

Call Clarence at (814) 587-4177 or Bill Olson at (614) 436-7579 if you have a question.



Technical TIPS

By Harry Logan (#651)

BRAKE AND FUEL LINE ROUTING

Thom Schuttish (#6) in San Francisco has been meticulously restoring a Corot Beige sidemounted '38 Century Coupe for the past 12 years. He had a question about the correct routing of the brake

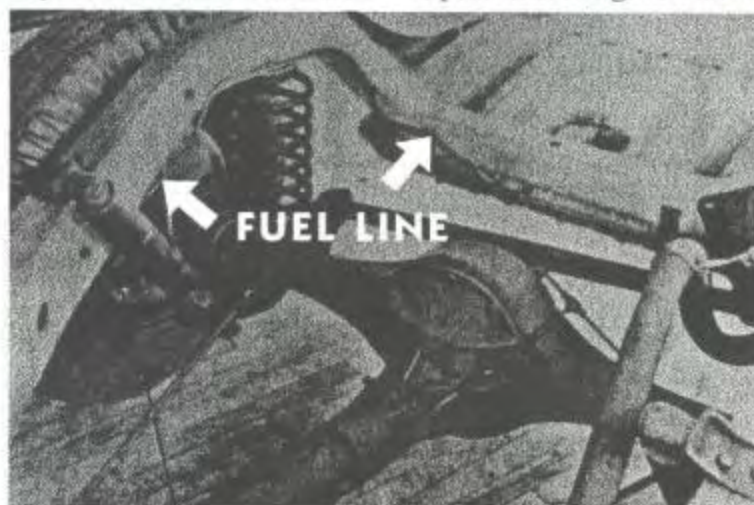
lines on sidemounted cars. Do the brake lines go through or around the sidemount brackets? Thom's question motivated me to research and write this article. (If you disagree with anything, please call or write).

ROUTING THE LINES OUTSIDE THE ENGINE COMPARTMENT

This original 1938 factory photo (*below*) shows how the fuel was routed from the gas tank, along the hump in the frame over the rear axle and then along the outer side of the right frame rail.

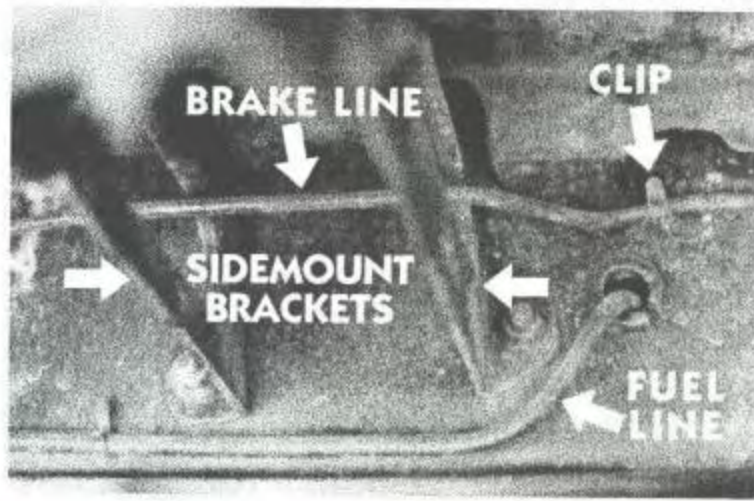
The bottom photo shows an unrestored '38 Century with factory installed sidemounts has the fuel line running along the outer side of the right frame rail under the sidemount bracket where it enters the engine compartment and goes to the fuel pump. The brake line on the Special and Century comes through a hole in the right and left side rails behind the sidemount bracket. On the right side rail, it runs above the fuel line and goes through the

hole in the sidemount support bracket. The brake line is held in place by a clip just after it passes through the sidemount bracket.



The photo on top of page 17 shows an unrestored '38 Special has the same routing as the Century. I have looked at five cars with factory sidemounts, both '38 Special and Centuries and the brake and fuel lines were all routed in the same manner, even though some were Flint and some California assembled cars. The one '37 Special I looked at was also routed this way. Even my restored '37 Century Coupe is routed like this.

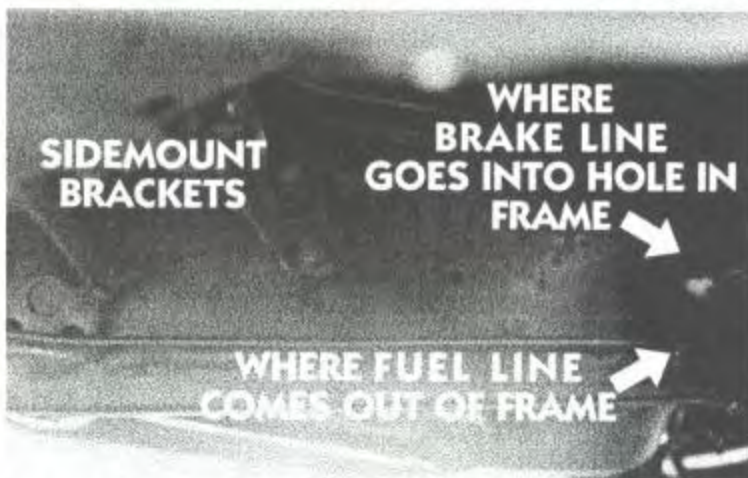
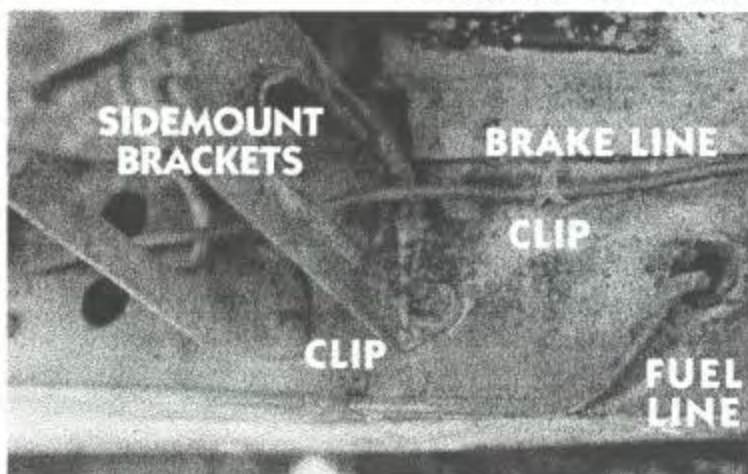
This photo of an unrestored 1938 Roadmaster shows the fuel line running along the right



side rail under the sidemount bracket before entering the engine compartment, just like the Special and Century.

But unlike the Special and Century, the Roadmaster brake line comes through a hole in the right frame rail *ahead* of the sidemount bracket on it's way to the right

front wheel cylinder. So it can not pass through the hole in the right sidemount bracket. The brake line on the *left* side of *all* the '37 and '38 cars I looked at (including the '38 Roadmaster) have the brake line going *through* the hole in the sidemount bracket.



ROUTING THE LINES INSIDE THE ENGINE COMPARTMENT

1938 Big Series cars have a combination fuel and vacuum pump. There is a metal vacuum line running horizontally from the pump along the side and to the rear of the motor. It continues just past the starter where it makes a 90° turn and then a lazy Z bend to move the line away from the motor. The line ends just above the starter. A short piece of rubber tub-



ing connects it to another metal tube running up the firewall. This second line is held against the firewall with a metal clip.

Then the tubing makes a rounded 90° turn as it goes through the firewall on it's way to the windshield wiper motor. On 1938 Big Series cars there are *three* lines going through this firewall hole (see photo be-

low left):

1. **Water temperature line to dash panel.**
2. **Oil pressure line to dash panel.**
3. **Vacuum line to windshield wiper motor.**

1938 Special's (see photo below right) and all 1937 cars only have two lines, water temperature and oil pressure going through this hole. All 1937 & 1938 Buicks have a cowl vent drain hose below.

1937 Big Series cars also have a metal vacuum line from the fuel pump running horizontally towards the back of the motor. The line makes a 90° turn and goes up the firewall.

It's connected by a short rubber hose to a metal tube that goes to the wiper motor. So far this is just like on a 1938 Big Series Car. But on 1937 Big Series cars, the metal wiper vacuum tube does not go through the upper firewall hole.

Instead, the tube makes a 90° turn (see middle photo) and runs horizontally across the firewall to the three hole rubber grommet above the voltage regulator (the other two grommet holes are for the throttle and speedometer cables).

The tube makes a 90° turn through the firewall and goes to the windshield wiper motor under the dashboard. A clip on the

firewall, just above the valve cover, holds the line in place.

On '37 and '38 Big Series cars, three lines (two on Specials) run up the right front side of the motor and cross over to the carburetor. (See

photo of motor on page 17). These are the vacuum line from the distributor advance, the fuel line from the pump and the windshield wiper vacuum line from the dual-action fuel pump (not on Specials).

And the bottom photo shows Al Lovi's (#994) Century with the three

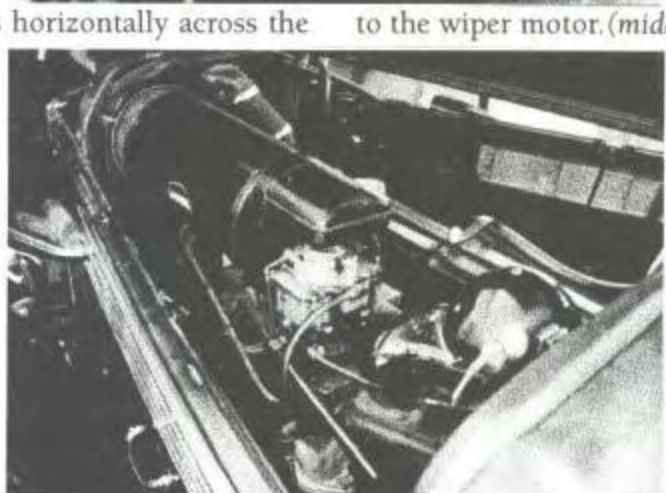
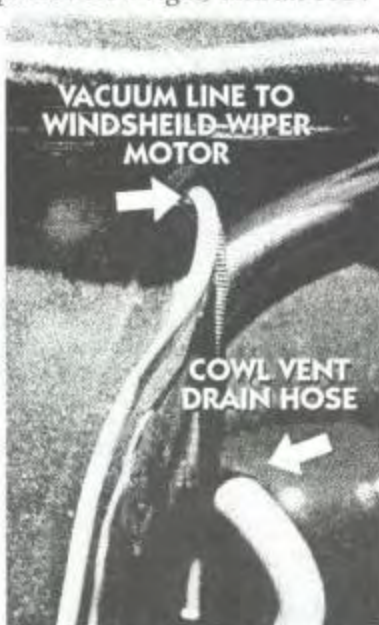
lines running along the left side of the motor.

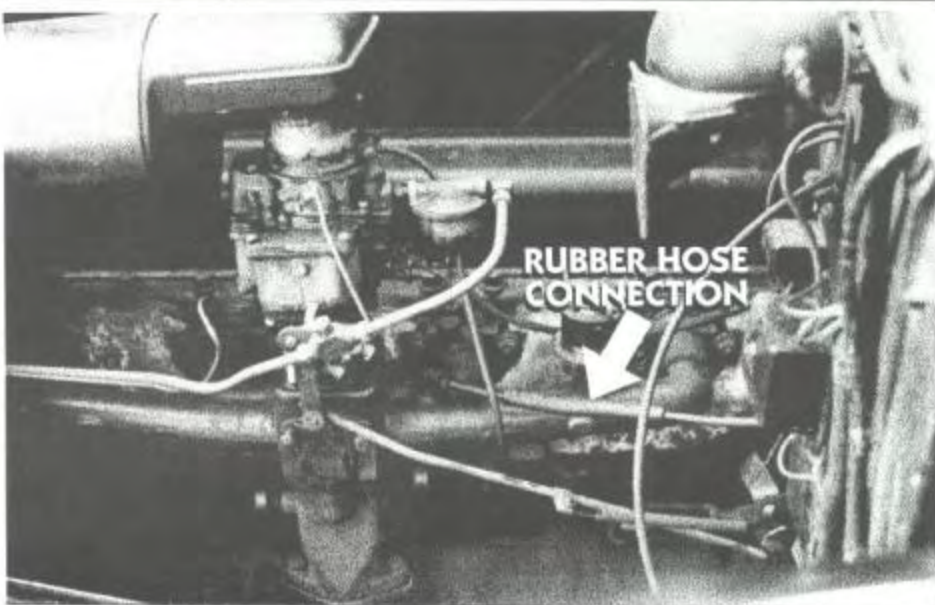
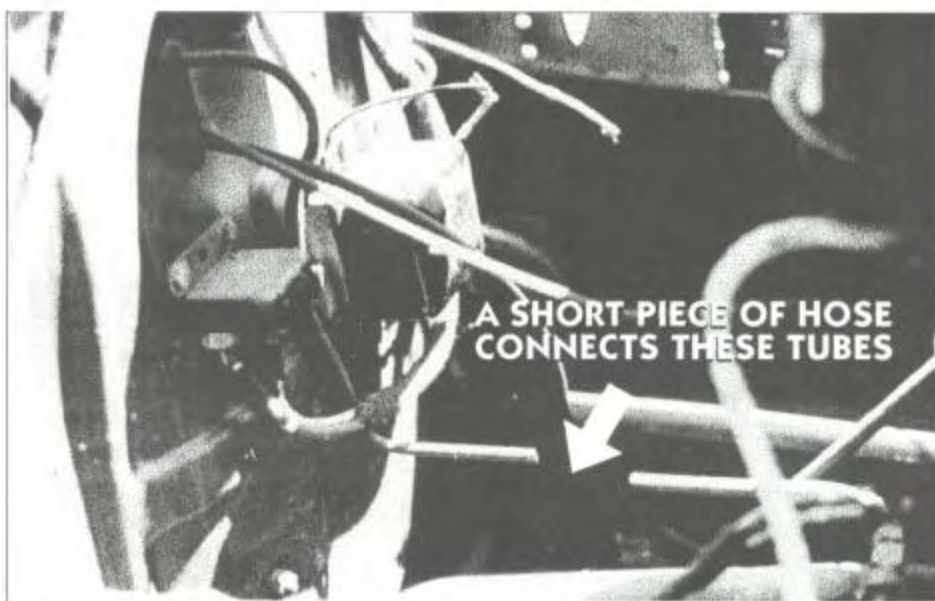
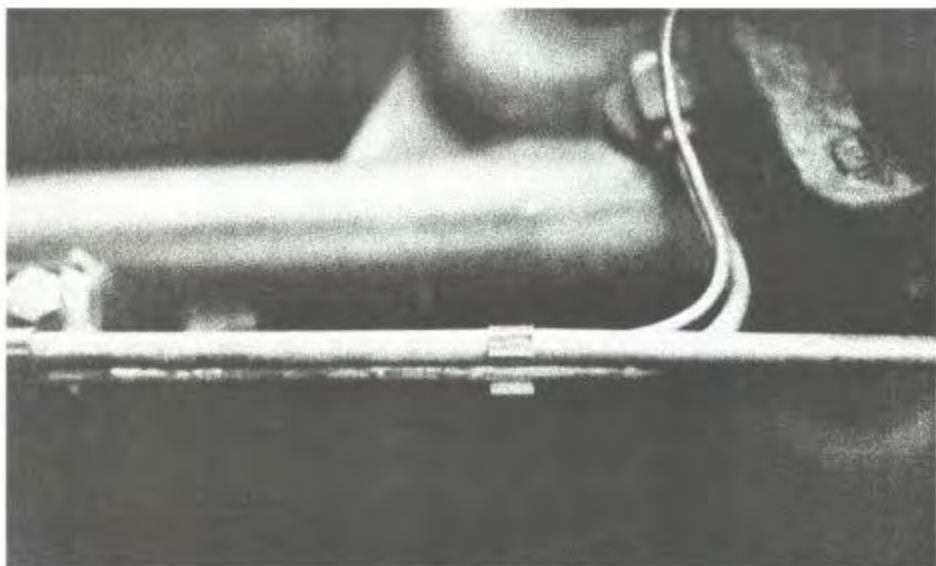
The distributor vacuum and fuel lines go the carburetor while the wiper vacuum line goes to the intake manifold. (top photo on page 19)

Specials like this unrestored '38 have a short rubber hose (not shown) that connects the tube from intake manifold to the tube to the wiper motor. (middle photo on page 19)

Here's the short rubber hose that connects manifold tube to the wiper motor tube. (bottom photo on page 19) This is on an unrestored '37 Special.

Your car will probably run just as well if you don't connect the lines exactly like this. But this is how Buick did it. Any comments?







Technical TIPS

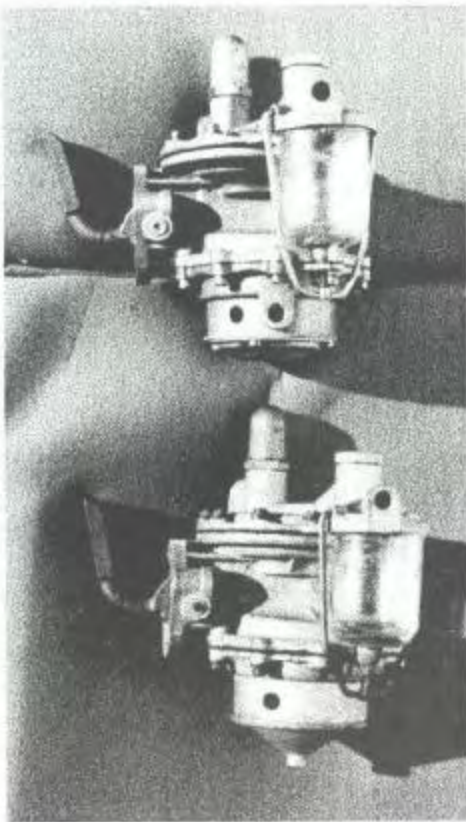
BIG SERIES FUEL PUMPS

By Harry Logan (#651)

The upper photo shows the correct pump for 1936 to 1938 Buick Big Series cars. It's a dual action pump, the upper part is the fuel pump and the lower part a vacuum pump for the windshield wipers. Notice the two holes at the bottom. The one on the right is connected to the vacuum line coming from the intake manifold. The one on the left goes to the windshield wiper motor.

The bottom pump is for a '39 Big Series Buick. The pumps are nearly identical and are interchangeable. The difference between them is that the input line from the manifold and the output line to the wiper motor are 180 degrees apart on the '39 pump. You can use a '39 pump on a '36 to '38 Big Series motor but you will need to change the routing of the input and output wiper vacuum lines.

Safety was the reason for using the dual action pump. It helped prevent the windshield wipers from stopping as you accelerate when passing another motorist in the rain.



Specials do not use a dual action fuel pump, the wiper motor is connected directly to the intake manifold. That's why the wiper on Specials will often stop when you accelerate.

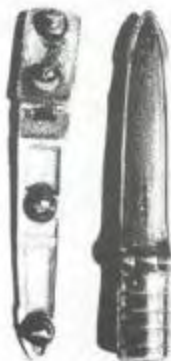
The 1936 to 1939 Big Series pumps are Model AB. Then in 1940 Buick went to the Model AJ Big Series pump which looks noticeably different.

The part number is stamped on the edge of the base of the pump where it bolts to the motor. The 1936 to 1938 pump is #1521838 (The exchange number is AC 422). The 1939 Big Series pump is #1523868 (The exchange number is AC 518). Sometime only the last 4 digits are stamped on the pump.

Arthur Gould, 6 Delores Lane, Fort Salonga, N.Y. 11768 does an excellent job rebuilding fuel and water pumps. He charges \$75. to rebuild a dual action Model AB pump plus \$5. shipping. His phone number is (516) 754-5010.

REPLACING SEDAN TRUNK HINGES

1937 & 1938 Special and Century trunk back sedan chrome trunk hinges are interchangeable. They are shown in this photo. 1937 80/90 Series trunk hinges are about a half-inch shorter than the 40/60 hinges. The spacing for the two screws that hold the hinge to the trunk lid and the spacing for the two screws that hold the hinge to the car's body are both narrower on 80/90 Series cars. So 40/60 trunk back hinges are not interchangeable with 1937 80/90 Series cars. According to the Body Manual, Slant Back Sedans use a different type of hinge. These hinges are



mounted inside the body and trunk lid instead of the outside.

When installing the hinges, remember there's a left and right. They are marked on the bottom. The hinges are made out of pot metal, so they break easily. When removing or installing them, get someone to help you. I tried removing them by myself. When I removed the first hinge, the lid twisted and broke the other hinge. Bob's Automobilia sells reproduction 40/60 hinges for \$150 a pair. You may also need to get the rubber gasket that goes between the hinge and the car's body.

DISTRIBUTOR WIRE PROBLEM

By Harry Logan (#651)

Recently, the local Buick Club had a tour to visit the former Federal Penitentiary on Alcatraz Island in the middle of San Francisco Bay. It once held prisoners like gangster Al Capone and Robert Stroud, the birdman of Alcatraz (a movie about his life starring Burt Lancaster was made in 1962).

The tour was a one hour trip each way. I noticed during the drive up and back that my 1938 Century would momentarily misfire and the car would lose power. This mysterious problem became worse on the drive home. The next day I took another drive and about a mile from home, the car quit running altogether.

Technical TIPS

The problem turned out to be the short wire inside the distributor that runs from the points to the terminal on the side of the distributor. The insulation wore off in one spot and would arc over to the distributor's metal breaker plate. You could see the arcing with the distributor cap off. Finally, the exposed wire must have rested on the breaker plate, causing the car to stop running. A new wire fixed the problem. You should try to get the thin flexible, braided wire designed for distributor use. It flexes to allow for the rotation of the breaker plate, part of the vacuum spark advance system.

REPLACING YOUR BRAKE STOP LIGHT SWITCH

By Harry Logan (#651)

My brake light switch lasted about 5 years before it quit. I did not notice that the brake lights were not working until told by other drivers. I have no idea how long I was driving without them. This is dangerous. So check your brake lights often.

One way to check them is to have a person watch the tail lights as you step on the brake pedal. That means you'll have to get a helper. It's inconvenient, which is why most driver rarely check to see if they're working.

There's an easier method that I now use allows me to check the brake lights every time I get behind the wheel. And without using a helper.

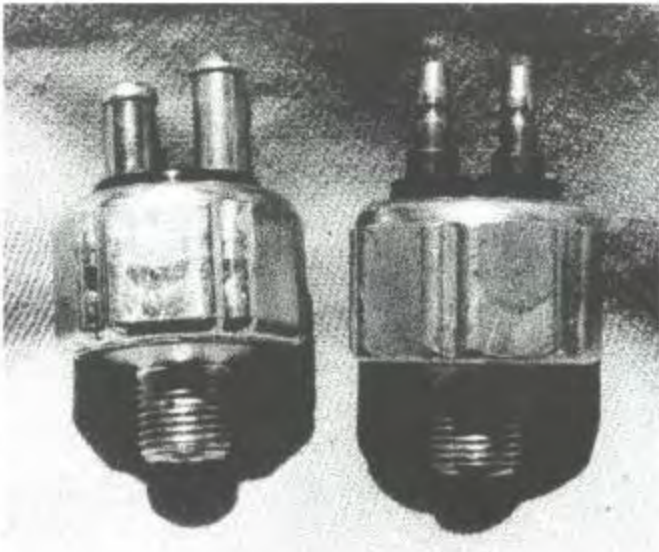
HERE'S HOW:

With the ignition switch off, the ammeter needle on my car is over the center dial mark (zero current). When I step on the brake pedal, the needle drops to the maximum discharge mark if

both brake lights are on. If only one light is working (as when a light bulb burns out), the needle is about half way between the two. With both lights out (as when the brake light switch fails), the needle does not show any discharge. It rests over the center mark whether the brakes are on or not. You might want to try this on your car as my ammeter needle may indicate slightly differently than yours. Now with this easy method I check my brake lights much more often.

When you buy a new brake light switch,

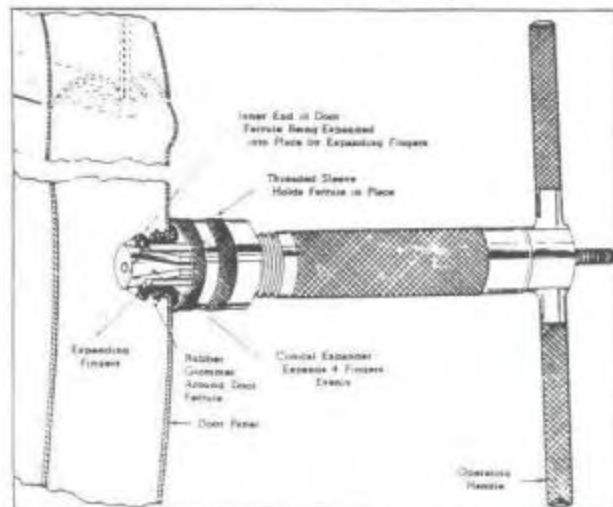
first check the type of terminals that are on your old switch. (see photo of two types of terminals) Then get a replacement switch with these terminals. Otherwise you'll install the new switch and then won't be able to connect the wires. Incidentally, you will not need to bleed the brakes when you change the brake light switch.





Technical TIPS

This tool (below) is shown in the 1937 & 1938 Fisher Body Service Manual. You should have a copy of this manual if you're restoring a '37 or '38 Buick. The manual is reproduced and can be purchased from many old car hobby vendors.



The tool (B-223) was made by the Kent-Moore Company in Jackson, MI and the description below comes from their catalog. K-M also made many other specialized tools for Buick and other automakers. You'll often come across reference to these specialized tools in shop manuals.

"Replacing door handle ferrules is simplified and made easy with this special tool. Ferrules are clinched firmly and evenly into place by means of the 4 expanding fingers actuated by a conical expander, which is operated by the handle of the tool. Ferrule is first slipped over expanding fingers and against adjustable collar. Adjustable collar is then turned up until edge of ferrule is flush with ends of expanding fingers, then lock collar in place with lock nut. The ferrule is then removed from the tool and placed in the door. Insert tool in ferrule holding firmly against it and turn operating handle to the right, which expands the expanding fingers and securely locks ferrule in position. Price \$6.20."

Most of the time you can work on 1937-1938 Buicks without having a specialized tool. One job where you'll probably need one is installing door handle ferrules. These are the round

DOOR HANDLE FERRULE INSTALLING TOOL

chrome trim pieces that go around the door handle holes. Finding an original Kent-Moore ferrule installation tool is next to impossible, but you can purchase a modern Door Ferrule Installation Tool like the one shown in the photo for around \$30.

KENT-MOORE STORY

The Kent-Moore company is a very old concern with roots dating back to pre-World War I. Known then as Hinckley-Meyers, its business was tooling to support industry, including the emerging auto manufacturers Ford, Chevrolet, Durand and Oakland. Post World War I forced many changes on the company, including a close relationship with General Motors and the near bankruptcy of the company when it overextended itself. A consortium of former Hinckley-Meyers employees retained much of the skilled labor and machinery, formed a parallel company named Kent-Moore, and eventually bought out Hinckley-Meyers. Trade names were retained, so for several years during the 30's/40's tools were manufactured with both the Hinckley-Meyers trademark as well as the Kent-Moore trademark. Over the years, Kent-Moore has manufactured tooling for the dealerships of American Motors, Buick, Cadillac, Chevrolet, Diamond T, Durant, Fiat, GMC, Hudson, Nash, Nissan, Oakland, Oldsmobile,

Pontiac, Rambler, Rockne, Studebaker, and many other automobile, industrial, farm and heavy equipment companies.

Open your GM or other service manual and you'll see references to Tool #J-xxx, KMO-xxxx or HM-xxx. These prefixes refer to tools specifically designed to service your auto or truck! They are used extensively by professional servicemen because they save time and are designed to do the job right the first time without damaging parts.

The tools manufactured by K-M tend to be of high quality and very durable. It is quite common to find tools manufactured in the 1930's that bear marks of many years of use and are still completely functional and undamaged! Most tools suffer more from storage than

the use given them.

(ED: Thanks to **Abe Goldblatt** (#535) for sharing this information)



Parts FOR SALE

• 1938 SPECIAL

Miscellaneous parts, body and mechanical, Shop and Parts manuals, Color brochure, Owners Manual. Lost storage, must sell entire lot.

Sid Niccum (#116)

820 Willow Dr.

Clarion, Iowa 50525

(515) 532-2362

• 1938 PARTS FOR SALE. SEND SASE FOR COMPLETE LIST.

Tom Zinsmeyer

1080 County Rt. 12

Pennellville, N.Y. 13132

(315) 668-8325 Evenings

• 1937-1938 ALL SERIES

Sidemount locks (2) with original key.....\$75.

• 1938 ALL SERIES

1938 Steering wheel. Good spokes and hub. Original cracked plastic, good for a core.

No horn ring or button.....\$35.

1938 Special coupe window moldings, left & right for Model 46 or 46S.....\$25. pair

• 1937-1938 PARTS

2 Used SpecialRear Brake Drums.....\$40. each

2 Used Special rear brake backing plates.....\$15. each

Special brake shoes for 4 wheels (8 shoes). Need relining. 1 3/4" wide.....\$30.

NOS sleeve that holds pinion gear bearing. Fits 1936 to 1955 Specials. P/N 1336942...\$35.

NOS Transmission Reverse Idler gear. P/N 1283878.....\$50.

NOS Delco-Remy Starter Armature. P/N 823881.....\$50.

Used Torque Ball with brass bushing.....\$25.

1937 chrome radio grille with separate wire mesh screen. Needs rechroming.....\$15.

1937 2 piece radio blanking plates for cars w/o radios.....\$15.

1937 metal battery holder.....\$15.

1937/1938 Century 4 used 15" stainless wheel beauty rings, some dings.....\$20. for set

1938 original hood ornament, light pitting, needs rechroming.....\$15.

1938 original hood ornament, rechromed.....\$25.

SPECIAL

Harry Logan (#651)

1005 Rilma Lane

Los Altos, CA. 94022

(415) 941-4587 PST

• 1937 SPECIAL SERIES 40 PARTS

Clock, complete, good condition.....\$ 30.

Headlight Bucket chrome strips\$ 25. pair

Kick panels, new, Hampton Coach\$ 25. or bo

(Parts For Sale continued from page 23)

Radio Covers (blanks, 2 piece)	\$ 30.
Rear View Mirror	\$ 10.
Firewall ID tag, model 41 for blue car	\$ 20.
Sunvisors, need recovering	\$ 15. pair
Sparkplug wire Brackets	\$ 10.
Distributor #663Y 91105	\$ 25.
Fan Blade	\$ 8.
Fan Pulley	\$ 8.
Ashtray, backseat	\$ 25.
Hood louvers	\$ 45. pair
Sparkplug cover, painted	\$ 40.
Set of splash pans, sell as pair only	\$ 60. or bo
Parking lights, no lenses	\$ 85. pair
Taillight with bezels and lenses. Complete	\$ 75. pair

• **1937 & 1938 BIG SERIES PARTS**

Exhaust manifold, right and left, no center..... \$50. each or \$75. pair
Also many other 1937 parts. Call or write for list.

Jerry Root (#422)

71 South Pollard Drive

Fulton, New York 13069

(315) 593-2346 after 5 PM EST

• **1938 PARTS**

Outside Door Handles	\$10. each
Outside locking handles	\$12. each
Dash ash trays	\$10. each
Left & right grilles, very good.....	\$125. pair
Tail lights complete.....	\$70. pair
Dome light cover (80 Series) excellent.....	\$35.
Horn buttons.....	\$10. each
Roadmaster Rims.....	\$35. each
Headlight trim, left & right.....	\$30. pair
Headlight assemblies.....	\$50. each
Canadian hubcaps, worn but repairable.....	\$15. each
Odds and ends& various small parts	

• **1937 PARTS**

Doors, good, 40 Series.....	\$40. each
Hood, 40 Series.....	\$40.
Hood side panels, 40 series.....	\$25. each
Front fenders, 40 series.....	\$75. each
Hub caps, excellent, U.S. caps.....	\$100. set
Odds and ends& various small parts	

John Baine (#1090)

RR2

Bradford, Ontario

Canada L3Z 2A5

(905) 775-2622

(Parts For Sale continued from page 24)

Parting 1937 & 1938 Specials and a 1937 Limited. The following is just a portion of the parts available. Call with your needs.

• **1937 PARTS**

NOS Special Flywheel and ring gear.....	\$125.
Trunk Handle, with key.....	\$25.
Gauge cluster with working temperature gauge.....	\$75.
Special Generator, 918G.....	\$75.
Defroster motor and dash vents.....	\$100.
Special Sidemount fenders and brackets, dents, no rust....	\$800.
Gas Tank, 40/60 Series, clean and straight.....	\$150.
Large Series manifold, complete, cracked center section...	\$200.
AA-2 complete, rebuildable.....	\$150.
Century radiator.....	\$75.
Trunk back Sedan Trunk Lid.....	\$75.
Large Series Starter, working condition.....	\$ 75.
Century motor and transmission, complete with original	
Starter, Fuel Pump, Carburetor, Air Cleaner and Generator.....	\$1500.
40/60 Series gas tank straps, 4 pieces.....	\$ 50.
Large series transmission.....	\$ 250.
Special starter, working.....	\$ 65.
Coupe trunk lid hinges.....	\$ 25. pr
37/38 Large Series Oil Bath Air Cleaner, Complete.....	\$75.
37/38 40/60 Series Rear Radio Hangers.....	\$20. each
37/38 Special Air Cleaner.....	\$50.
37/38 Century Left Running board, solid and straight.....	\$125.
37/38 Sedan Rear Arm Rest.....	\$75.
37/38 Upper sidemount irons.....	\$ 50. pr
37/38 Large Series transmission cluster gear, NOS.....	\$150.
37/38 Large Series transmission reverse idler gear, NOS...	\$ 50.
37/38 Sidemount Covers, excellent condition.....	\$700. pair
37/38 Century Sidemount covers, missing faceplates.....	\$250. pair
37/38 Special running board cores. Straight & rust free....	\$200. pair
Special radiator.....	\$ 75.
Special complete intake/exhaust manifold with heat riser	
AA-1 carb, vacuum starter switch and linkage.....	\$300.
Special rims.....	\$ 25. each
Rear springs, 40/60. Good condition.....	\$100. pair
Headlights, complete.....	\$150. pair
Radio delete plates.....	\$ 15.
Coupe garnish moldings,	call for prices
Hubcaps.....	\$ 10. each
Gas pedal with good hinge.....	\$ 20.
Small & large series throttle linkage, complete.....	\$ 25.
Big Series Rocker assemblies, complete.....	\$ 65.
37/38 Special flywheel, excellent teeth.....	\$ 75.
37/38 Rear fender splash aprons.....	\$ 15. each
37/38 Big Series manifold ends.....	\$ 50. each

Fender lights.....	\$ 65. pair
Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Wiper transmissions.....	\$ 50. pair
Special manifold.....	\$100.
Throttle cable.....	\$ 20.
Special transmission.....	\$100.
Rear view mirrors.....	\$ 15.
Steering column support with ignition, keyed.....	\$ 35.
Splash pans.....	\$ 35. pair
Rear motor mounts.....	\$ 15. pair
Headlight switches.....	\$ 20.
40 & 60 series doors.....	\$ 50. each
Radio grills.....	\$ 15.
Wiper motors.....	\$ 15.
Front vent window frames & mechanisms.....	\$ 25. each
Trunk hold up arms.....	\$ 20.
Sun visors.....	\$ 15. each
Steering sectors.....	\$ 50.
Bumper arms.....	\$ 15. each
Bumpers.....	\$ 30. each
Deluxe heater.....	\$ 75.
Horn button.....	\$ 25.
Steering wheel.....	\$ 50.
Center stainless emblem.....	\$ 15.
40/60 running board brackets.....	\$ 50. set
37/38 Special exhaust valve body, working.....	\$ 50.
80/90 rear motor mounts.....	\$ 40. pair
80/90 running board brackets.....	\$ 50. set
80/90 trunk support arm.....	\$ 20.

• PARTING BIG SERIES MOTOR, CALL WITH YOUR NEEDS

'37 Limited sidemount covers, very nice.....	\$400.
--	--------

• 1938 PARTS

Headlight adjusting buckets and reflectors.....	\$75. pair
Defroster motor and dash vents.....	\$50. set
Center grille stainless molding, very nice.....	\$175.
Radio and Aux. Speaker.....	\$150.
Buick Center Grille Crest.....	\$35.
Horn rings.....	\$ 75.
Trunk emblem.....	\$ 35.
Deck lid, no rust.....	\$ 7.5
Breather tubes, Small (248) and Big (320) Series Engines.	\$ 10. ea
Trunk hold-up arms.....	\$ 20.
734Z starter with solenoid.....	\$ 50.
Horn buttons.....	\$ 10.
Radio hole plugs.....	\$ 15. set
Special hood lettering.....	\$20. pr

De-froster ducts.....	\$15. pr
Wiper transmissions.....	\$50. pr
'38 Special rims.....	\$ 35.
Rear license plate stand, bracket & light.....	\$ 35.
Bumper guards.....	\$ 25.
Tail lights, complete.....	\$ 75. pair
'38 assist straps with screws.....	\$ 15. each
Clock with complete wire harness.....	\$ 25.
Cowl stainless trim, very nice.....	\$ 20. pair
Throttle cable.....	\$ 20.
Special radiator.....	\$ 75.
Battery tray.....	\$ 20.
Special transmission.....	\$100.
Generator.....	\$ 50.
Manifold.....	\$75.
Hood sides & tops.....	\$ 25. each
Right side grille.....	\$ 75.

All parts plus shipping

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN. 55316
(612) 427-3460

NEW Members

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- For 1937 or 1938 Convertible Coupe
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Jose Pardo (#558)
AA 7793
Cali, Colombia

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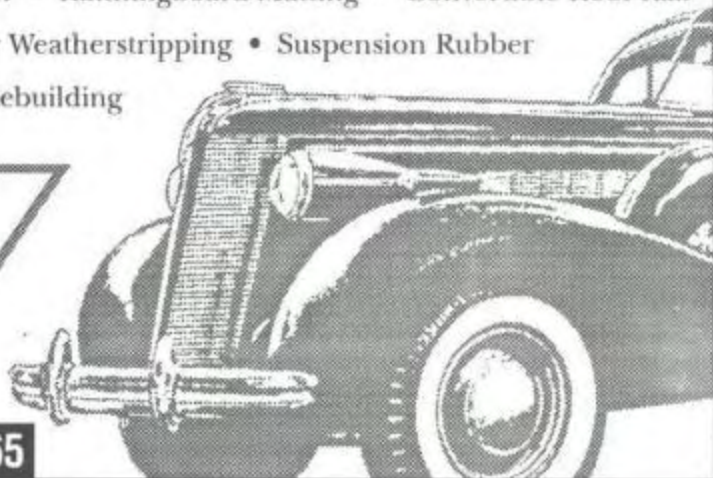
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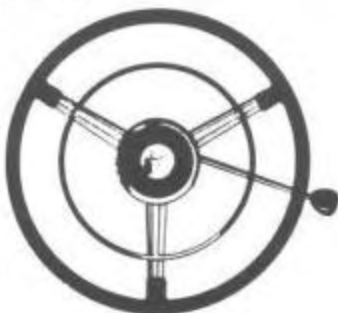


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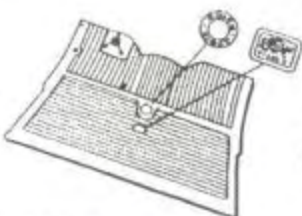
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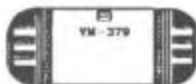
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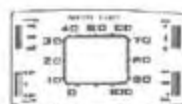
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